

a¹ of the carcass ply other than the wound portion thereof at an outer peripheral position of the bead core, wherein at least one steel cord reinforcing layer is arranged in the bead portion, and a terminal end of a reinforcing layer located outside in a widthwise direction of the tire is arranged away from the terminal end of the carcass ply.

sub C17 2. (Amended) A pneumatic tire according to claim 1, wherein the main body of the carcass ply is sandwiched between two steel cord reinforcing layers in a thickness direction thereof.

a2 sub C17 4. (Amended) A method of forming a wind contact part of a carcass ply of a pneumatic tire, the tire comprising a tread portion, a pair of sidewall portions and a pair of bead portions and a carcass toroidally extending between a pair of bead cores embedded in the respective bead portions and comprised of at least one rubberized carcass ply containing steel cord(s) therein, in which the carcass ply is wound around the bead core from an inside of the tire toward an outside thereof and has a terminal end in the vicinity of a main body of the carcass ply other than the wound portion thereof at an outer peripheral position of the bead core, wherein at least one steel cord reinforcing layer is arranged in the bead portion, and a terminal end of a reinforcing layer located outside in a widthwise direction of the tire is arranged away from the terminal end of the carcass ply, said method comprising:

plastically deforming the carcass ply in at least one of positions corresponding to corner parts of the bead core.

5. (Amended) A pneumatic tire according to claim 1, wherein the steel cords constituting the at least one steel cord reinforcing layer have a cord diameter of 1.00-1.50 mm, and an end of the steel cords at the terminal end of the reinforcing layer is within a range of 1.0-1.5 times the cord diameter.

6. (Amended) A pneumatic tire according to claim 5, wherein the steel cords are arranged in the at least one steel cord reinforcing layer at a distance between cord ends of 1.00-1.50 mm in a direction perpendicular to a longitudinal axis of the cord.

7. (Amended) A pneumatic tire according to claim 1, wherein the steel cord constituting the at least one steel cord reinforcing layer is a Z-lay outer-sheath structure.

8. (Amended) A pneumatic tire according to claim 1, wherein a start end of the steel cord reinforcing layer located at a side of a main body of the carcass ply is arranged so that a shortest distance (L) measured outward from a normal line (n) drawn at a first rim line position to an outer face of the bead portion in the radial direction of the tire is positioned within a range of 15-25 mm, while a terminal end of the steel cord reinforcing layer located at a side of the wind contact part of the carcass ply is arranged so as to position within a range sandwiched between a normal line (m) drawn from an outermost end position of the bead core in the radial direction to the outer face of the bead portion and the normal line (n).

A3 sub 17 10. (Amended) A pneumatic tire according to claim 9, wherein the organic fiber cords constituting the organic fiber chafer are arranged at a cord angle of 15-75° with respect to an arranging direction of the steel cords constituting the at least one steel cord reinforcing layer.

11. (Amended) A pneumatic tire according to claim 1, wherein a cushion rubber layer is interposed between the main body of the carcass ply and the start end portion of the at least one steel cord reinforcing layer.

12. (Amended) A pneumatic tire according to claim 11, wherein the cushion rubber layer at the position of the start end of the at least one steel cord reinforcing layer has a rubber gauge of 1.5-2.0 mm viewing a section in a widthwise direction of the tire.

Please add the following new claims:

A4 sub 17 13. (New) A pneumatic tire according to claim 1, wherein the terminal end of the reinforcing layer is arranged outward from the terminal end of the carcass ply in the widthwise direction of the tire.

ay ^{Sub} C1 / 14. (New) A pneumatic tire according to claim 13, wherein the terminal end of the reinforcing layer is arranged outward from an outermost end position of the bead core in the widthwise direction of the tire.

15. (New) A pneumatic tire according to claim 1, wherein the terminal end of the reinforcing layer is arranged upward from the terminal end of the carcass ply in the radial direction of the tire.

16. (New) A pneumatic tire according to claim 13, wherein the terminal end of the reinforcing layer is arranged upward from the terminal end of the carcass ply in the radial direction of the tire.

^{Sub} C1 / 17. (New) A pneumatic tire according to claim 1, wherein at least one reinforcing layer located inside in the widthwise direction of the tire among the steel cord reinforcing layers is arranged along the main body of the carcass ply.

18. (New) A pneumatic tire according to claim 17, wherein the reinforcing layer is continuous to turn up around the bead core from the inside toward the outside in the widthwise direction of the tire.--